

AUTOMOBILE GOSSIP

OGDEN and Salt Lake will compromise their differences over the exact route that is to form Utah's portion of the first official transcontinental automobile road. This week conferences have been held between good roads boosters from Ogden's Weber club and the Commercial club of Salt Lake. Governor William Spry and others also have been drawn into the affair and have lent their best efforts to an amicable adjustment of the controversy. It will be settled to the satisfaction of both Ogden and Salt Lake and to the lasting benefit of the state.

At the conference Ogden was represented by H. M. Rowe, president of the Weber club; I. L. Reynolds, secretary; M. S. Browning, W. E. Sanderson, J. W. Abbott, A. P. Bigelow and O. J. Stillwell. Salt Lake was represented by the Commercial club's regular standing committee on affairs pertaining to the mutual welfare of both cities. The members are J. H. Manderfield, chairman; W. R. Wallace, Frank S. Murphy, Joy H. Johnson, George A. Stienner, W. W. Armstrong, president of the Commercial club, and Joseph E. Caine, chairman

of the Commercial club good roads committee, and W. D. Rishel, secretary of the Auto club of Utah, were present in the interest of automobilists of the state.

Ogden's contention is that in case the highway should enter Utah by way of Grand Junction, Colo., Price and Provo, it should go out of Salt Lake to Nevada by way of Ogden and westward around the northern shore of Great Salt Lake. On the other hand, the Ogdenites are willing the route to Nevada should go out of Salt Lake by way of Deep Creek directly westward, or any better course decided upon, in case the highway enters the state by way of Evanston, Wyo., and Echo and Weber canyon.

At a large gathering of good roads enthusiasts at the Commercial club Monday night, when A. L. Westgard, chief pathfinder of the American Automobile association, was tendered a reception and the projected transcontinental highway was discussed, the link from Grand Junction to Salt Lake by way of Price and Provo, as traversed by Mr. Westgard, was indorsed unanimously, although such action was not official on the part of the Commercial club, but merely the indorsement of a mass meeting.

Auto insurance.—The firm of Deming & McMillin in the Felt building reports great progress in the writing of auto insurance for the American Automobile company. The policy offered by this company leaves nothing to be desired in the matter of fairness to the owner and complete protection is afforded. The policy is one of the most attractive offered today.

Austin Tire and Rubber Co.—Tires properly repaired give full measure of satisfaction, and that is the standard which this company is living up to. Owners who have studied the filler remedy are of the opinion that it is not efficacious and the real repair man is not at all alarmed over the innovation.

Utah Tire & Rubber Company.—The Firestone Tire concern has had a difficult task filling orders and the prospects for alleviation of that condition are by no means bright. Mr. Pumphrey of the Utah company is working his force night and day to catch up.

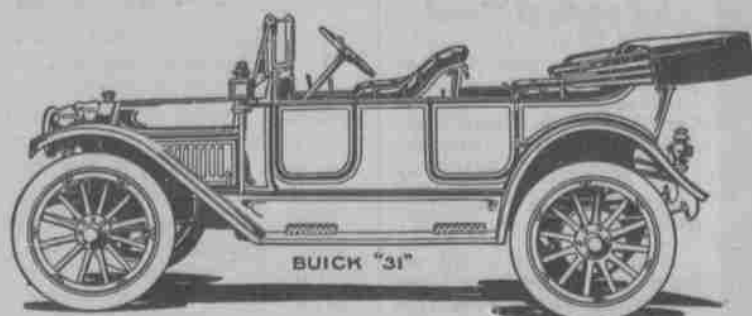
A quaint little piece of advice given by the White company is the following: "Fine feathers don't make fine birds. When buying a car, look beneath the feathers. If the chassis mechanism looks as if it were designed by a lacemaker, go to a lace factory, where you will get the real thing, and the first and last cost will be less."

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